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RIVER AND MARITIME FLEETS TO INCREASE OPERATION

EASTERN RIVER FLEET PLANS INCREASED SERVICE -- Tikhookeanskaya Zvezda, No 111, 13 May 49

In 1948, river transport workers of the eastern regions of the USSR increased transport 21.3 percent in tons over 1947, and 24.8 percent in ton-kilometers. The 1940 transport level was exceeded in ton-kilometers. After 1948, the river fleet of the eastern regions was considerably expanded to provide further development of freight transport in 1949. Fourteen floating and shore cranes and 4,990 linear meters of conveyors were put into operation. Considerable work has been done to deepen rivers and improve river conditions.

In 1949, eastern river workers have pledged to:

Haul 247,000 tons of freight above plan, including 100,000 tons by the West Siberian Steamship Line, 70,000 tons by the Yenisey Steamship Line, and 54,000 tons by the East Siberian Steamship Line;

Complete the Five-Year Plan for volume of transport in ton-kilometers and exceed the 1950 level by 50 million ton-kilometers;

Increase speeds 5 percent above plan;

Improve the technical operation of the fleet so that winter repair will be avoided for the next two navigation seasons on 120 self-propelled ships with a total capacity of 40,000 horsepower, on 100 towed ships with a total freight capacity of 90,000 tons, and on 150 mechanized port and dock installations;

Put into operation 14 new cranes and increase mechanized handling of freight to 63 percent of the total volume of freight handling;

Handle 100,000 tons of freight above plan by the increase in mechanization;

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Realize 28 million rubles in above-plan accumulations, including 711,000 rubles by the Vorkhne-Irtish Steamship Line, 4,360,000 rubles by the Nizhne-Irtish Steamship Line, 4,500,000 rubles by the West Siberian Steamship Line, 2,580,000 rubles by the Yenisey Steamship Line, 2,849,000 rubles by the East Siberian Steamship Line, 3,274,000 rubles by Amur Steamship Line, 2,080,000 rubles by the Lena Steamship Line, 2,600,000 rubles by administrations of basin routes, 1,910,000 rubles by the Siberian Shipbuilding Trust, and 1,264,000 rubles by industrial enterprises of "Glavvostok";

Release 8,800,000 rubles of working capital by accelerating working-capital turnover;

Lower the cost of dredging work by 3 percent more than planned and dredge 200,000 cubic meters of soil above plan;

Exceed the logging plan and provide 60 percent of the requirements of all enterprises of "Glavvostok" for commercial and shipbuilding timber from their own logging operations;

Complete construction of 19,000 square meters of new housing space;

Train and retrain 15,000 skilled workers, engineers and technicians, and supervisory personnel.

#### AMUR NAVIGATION SEASON STARTS -- Tikhookeanskaya Zvezda, No 116, 19 May 49

The 1949 pledges of the Amur River Steamship Line call for completion of the navigation plan 5 days ahead of schedule, realization of 3,274,000 rubles in above-plan accumulations, and release of 2,500,000 rubles of working capital by speeding working capital turnover and 5,100,000 rubles by speeding shipments of freight to enterprises. Industrial enterprises of the Line have pledged to complete the freight-handling plan ahead of schedule. The 1949 volume of dredging operations will exceed the 1948 volume by 50 percent.

The fleet of the steamship line is better prepared this year than in 1948. The petroleum tanker fleet completed 30 percent of the month hauling plan in only a few days. The beginning of the navigation season was considerably delayed because of unfavorable meteorological conditions. Ice remained in the upper and lower waters of the Amur for a long period. The greater part of the fleet only recently started hauling freight and passengers.

The first few days of the season indicated that port and dock workers are not fulfilling their tasks. Ships handled in the Khabarovsk port are being delayed beyond the time limit. Directors of the port have blamed the delays on the low water level of the river, but the chief cause is lack of organization. The first steamers will be arriving in Nikolayevsk in a few days. Nikolayevsk port workers must ensure high-speed handling of freight and ships. Deepening of the river is proceeding slowly, with the result that ship movement in a number of sectors, particularly at the main dock in Pokrovka, has been difficult.

#### Molodoy Dal'nevostochnik, No 88, 14 May 49

A. I. Bykov, General-director Third Rank and chief of the Amur Steamship Line, reports that the line is scheduled to haul 25 percent more freight this year than in 1948.

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## TOWBOAT WORKERS ACHIEVE SUCCESS -- Rechnoy Transport, No 43, 31 May 49

By 29 May workers of the steam towboat Veretennikov had fulfilled not only the April-May plan for transport but also the entire June and 9 percent of the July plan.

Since the beginning of the navigation season the ship has made 12 trips from Kasimov to Gor'kiy and Gor'kiy to Shchurovo. It tows barges loaded with mineral construction materials, handling usually two or three times the planned amounts.

Vladimir Semenovich Yermakov, the ship's captain, is one of the most experienced captains of the Moskva-Oka Steamship Line.

Workers of the towboat are striving to complete the quota for the navigation season by 1 August and the 5-year quota by 7 November.

## VOIGA FREIGHT LINE GETS TOWBOAT -- Rechnoy Transport, No 43, 31 May 49

A new 600-horsepower Diesel towboat, the Suvorov, has been added to the fleet of the Volga Freight Steamship Line. The Suvorov was built by a Stalin-grad plant.

## WHITE SEA-ONEGA STEAMSHIP LINE OPERATES WELL -- Leninskoye Znamya, No 106, 3 Jun 49

The White Sea-Onega Steamship Line is fulfilling its plans successfully. The Shala Dock has completed its May loading plan ahead of schedule. The Oestr, Sakhalin, Gruziya, Vodlitza, Port-Artur, and Kem' of this line are all successfully carrying out their freight hauling plans. The Sakhalin recently arrived in Voznesen'ye from Shala, towing heavy timber rafts.

## CASPIAN FLEET SHIPS CARRYING OUT THEIR DUTIES -- Bakinskiy Rebochii, No 111, 8 Jun 49

The steamship Khatanga of the Caspian Fleet has successfully completed its 6-month shipping plan. The crews of the Kazakhstan and Komsomolets, also of this fleet, are also fulfilling their plan.

## MARITIME FLEET NEWS -- Morskoy Flot, No 44, 3 Jun 49

The Medvezhenok, Komsomolets, Azerbaydzharet, Sverdlov, and Khatanga are ships of the Caspian Sea Fleet.

The steamship Petrovskiy operates out of Arkhangel'sk.

The steamship Lovat' operates under the Glavsevzapflot (Main Administration of Northwestern Fleet).

The Glavyazhflot (Main Administration of Southern Fleet) has decided to restore to operation the Astrakhan'-Gur'yev passenger line as one of the regular routes of the Caspian Fleet.

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